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Cover: A81 heads the 12 10 down Albury pass. near Seymour, Thurs.27.10.88.

Opposite: T407 on 9482 up Barry Beach oil train between Foster and Hoddle Range. Wed.18.1.89.

(Both photos Stuart Turnbull)

A 'W' On the Loose

JOHN GREEN

The Rail Tourist Association, well known for the operation of railtours with a difference, operated a unique trip around the Geelong area on Sunday 23 April, 1989 using shunting loco W244 as the motive power.

The association had previously tried to run a similar trip, back in October 1986, but the unions concerned wouldn't allow the W class loco out of the depot area due to insufficient notice being given, so on that memorable trip VR liveried B75 had been substituted.

On this occasion the RTA had approached the AFULE well beforehand, and written union approval had been received. Still further problems regarding the use of a W class loco on the main line arose; much consultation between the RTA and V/Line management finally resulted in the association being granted a 'one off' permit to operate the special.

As the National Trust were chartering a steam train from Melbourne to Geelong and return as part of the Heritage Week celebrations, the opportunity was there

to use some carriages from the steam special, thus avoiding the additional cost of using V/Line stock or working cars from and to Melbourne.

Passengers ex-Melbourne travelling on the special were given the option of travelling from Melbourne to Geelong on the National Trust special, with K153, 25BE, 3ABE, 38BE and 1BCE, or, as I did, travelling on the regular V/Line train departing Spencer Street at 09 35, with P15, SH31, LH32 and P19, which arrived at Geelong at 10 55, about 15 minutes late due to the failure of P19. This train's return working had T388 as leading loco as a result of the failure.

Our loco W244 which had detached cars 38BE and 1BCE from the National Trust special was awaiting our arrival at platform 3. We departed Geelong at 11 03, with a photostop being held just outside the loco depot with our train, K153 (with the much disliked Steamrail headboard) and T413 (repainted recently by the T413 Preservation Group at Geelong). After this photostop we ran to the Elders IXL wool siding at Corio, with a

W244 on the RTA special emerges from the tunnel and heads for South Geelong. Sun.23.4.89. (Roger Gillard)





The special at South Geelong station. (Roger Gillard)

few intermediate photostops. The special became the first passenger train into the siding, which had been commissioned in 1986. Most passengers were quite surprised by the length of the siding. Further photostops were held at the siding and on the approach from the main line.

We then travelled to the superphosphate siding at North Shore; the number of wagons in the loading area indicated that V/Line was earning a significant amount of revenue from this product, which is railed all over the state, and interstate, in block and semi-block trains.

The train then visited Corio Quay South, where the W class had operated for many years. The loco then ran around and the train headed for South Geelong.

The highlight of the trip for most of the passengers was the running of W244 through the tunnel between Geelong and South Geelong, in which it performed faultlessly. We ran to the briquette loading facility and then returned to Geelong in time for passengers to

catch the 16 00 up passenger train to Melbourne, with N453, D318 and N9.

Praise for the day must go to the persistent RTA committee, V/Line management and the local AFULE branch, but I guess the most praise for the day should go to W244 for performing faultlessly throughout the day, which quite surprised many of the doubting passengers!

At the time of writing the future of W244 was not known. The majority of the remaining W class locos that had been in storage for some years were cut up in 1988 and only W241 (spare parts for W244, at Geelong Loco), W243 (preserved for the ARHS Museum), W250 (preserved by the Yarra Valley Tourist Railway), W255 (still in use as a pilot at Newport Workshops) and W260 (stored at Bendigo North Workshops) survive. W244 becomes a perfect candidate for preservation. Only time will tell!

W244 poses with T413 and K153 outside Geelong Loco. Sun.23.4.89. (Roger Gillard)



Recently formulated plans to redevelop part of the site of the Newport railway workshops are of some concern to the National Trust due to the Trust regarding some of the older buildings to be of great architectural and historic significance. Carl Doring, a mechanical engineer and industrial archaeologist has concluded in a recently released Heritage Study commissioned by the STA, the MTA and the Historic Buildings Council that Newport is one of the most significant nineteenth century railway workshops in the world.

In addition to representatives of the three bodies which commissioned the study, representatives of the National Trust, the Department of Conservation, Forests and Lands (Historic Places Branch), the Museum of Victoria and the Department of Premier and Cabinet (Development Branch) are members of a steering committee to oversee the Heritage Study, the committee having been established in July, 1988. One of the findings of Carl Doring's study was that the Eveleigh workshops of the former NSWGR and the Newport shops are among the few surviving nineteenth century railway workshops anywhere in the world, the two Australian examples being among the biggest and the best and being superior to any known examples in the USA. Of the survivors in Great Britain, possibly only the Crewe works of the erstwhile L&NWR are a better example.

In many countries similar workshops have been closed and dismantled and the buildings demolished, in many cases now being deeply regretted losses. Australia is fortunate in being in a situation where something can be learnt from the mistakes of others. One comparable works in the USA is being re-used as an industrial museum, with much unrelated machinery being brought from elsewhere for display, and much money is being spent to restore the buildings to a condition similar to that of the Newport shops at present. The National Trust of Victoria has offered to assist its sister body in NSW in its efforts to save the Eveleigh shops, which no longer operate. It has been

recommended by the heritage study that an entire late 1880s group of brick buildings, built when 'Marvellous Melbourne' was a great city of the British Empire, and historically the most important part of the workshops, be conserved and given legal protection by being listed on the Government Buildings Register.

The buildings mentioned comprise a West Block for locomotive building and repair, machining, blacksmithing and boilermaking, an East Block for carriage building and painting and light duty woodworking, a Central Block of light workshops (now used as stores) and a central office building with a clocktower. Other buildings on the vast Newport site recommended for conservation include the timber shed, tarpaulin shop and fabrication shop (North End Bay). The preservation of some 100 items of equipment is urged by the Heritage Study, to represent particular trades. Two items of undoubted world heritage significance are an 1860s steam hammer and its associated billet-handling crane. Other items of significance possibly at the national or international level are an extensive 1888 under-floor transmission system, two rope powered 1888 overhead travelling cranes and a large hydraulic rivetting machine. Recording for archival purposes of the existing buildings and equipment is also recommended. It is further recommended that the site's future use be planned to maintain the shops' continuity of association with workshops activity and with railways.

The National Trust has congratulated Carl Doring for his work and commends the other organisations involved in commissioning and overseeing the Heritage Study. The Trust awaits a decision on redevelopment of the site, and the recommendations made, with interest.

The author acknowledges the work of Celistina Sagazio whose article on this subject, from which most of the author's information was obtained, appeared in the March 1989 *Trust News*.



Newport Railway Workshops clock tower in November 1987.
(Frank Cross)

Traralgon to Birchip

RICHARD JEFFREY

I recently had reason to travel from Traralgon to Birchip and return for the weekend. I chose to travel by train as I enjoy this mode of transport and I did not feel like driving over 1000 kilometres in the short period of a weekend. I booked a First Class return fare at Traralgon railway station and the seat bookings were immediately confirmed via the V/Line computer. I was to leave Traralgon on No.8438, departing at 17 47 on Friday 14 April, 1989 and due to arrive at Spencer Street at 20 02. Then I was to take No.8143 *Vineland*, departing Spencer Street at 21 15, with an 03 58 arrival at Birchip. The return journey was booked on No.8110 *Vineland*, departing Birchip at 01 05 on Monday 17 April and due in at Spencer Street at 07 23, and on No.8407, departing Spencer Street at 07 54, with a 10 05 arrival time at Traralgon.

Departure from Traralgon was on time, and the motive power was an X (I think), with an N set of cars. We enjoyed on time running until we reached Beaconsfield, where a broken water pipe shut the locomotive down. The conductor promptly advised the passengers of the position using the P.A. system and asked anyone with connecting trains to catch to advise him of that. I told him of my booking on the *Vineland* and he told me he would radio control and ask them to hold the *Vineland* at Spencer Street if necessary. The conductor was very helpful and obliging and returned quickly saying that a suburban 'spark' was going to push our train to Dandenong and a taxi would be waiting to take other passengers with connecting trains to catch and me direct to Spencer Street. At this stage I was not overly concerned because there was still plenty of time and Beaconsfield is not far from Dandenong.

Approximately 30 minutes elapsed before the 'spark' was attached to the rear of the train. Then we proceeded, arriving at Dandenong at 20 15. I still had an hour before the *Vineland* departed, which would have meant an easy taxi ride to Spencer Street with time to spare. However the taxi, as arranged, was not at the Dandenong station and despite frantic efforts by the conductor the station master could not be found until approximately 20 minutes later. By this time I was starting to get a little concerned, but not worried because I had been told the *Vineland* would be held until I arrived. I finally left Dandenong with the two other passengers who were going on the *Overland* to Adelaide. I thought they had no hope as the *Overland* is due to depart at 20 35, but still thought I had a slim chance of making my connection with the *Vineland*. We had a reasonably good run into the city and it was right on 21 15 when we pulled into the Spencer Street railway station carpark. I looked over towards the platform and to my surprise saw the *Vineland* pulling out right on time. I went straight to the information desk, telling the attendant of my problem. He was sympathetic and told me to go to the station master's office. This I did and immediately asked why the train had not been held as I had been advised it would be. I was told it was not V/Line policy to hold trains, as this upset other passengers. This I can understand, but I explained that if it had been held for only a couple of minutes I would have made my connection.

V/Line then offered to book me into a motel for the night; I could then go to Ballarat the next morning by train and then by bus to Donald after which V/Line would pay for a taxi from Donald to Birchip. I said this was unacceptable as I had a business appointment in Birchip at 09 00 on Saturday morning. I then asked if V/Line would take me to Ballarat by taxi to catch the *Vineland* there. There was still time to do this because the *Vineland* is timetabled to depart Ballarat 23 33. I was told the extra cost could not be justified. However, I pointed out that the taxi fare from Melbourne to Ballarat would probably not exceed the cost of the motel accommodation plus the taxi fare from Donald to Birchip which I had already been offered. After more discussion, V/Line agreed to the taxi to Ballarat. By this time the train had about 30 minutes headstart, and the taxi driver did not seem to be in a hurry. He was sitting on about 80 to 90 km/h on the Melbourne to Ballarat freeway. I asked the driver to go faster; he was reluctant to do this, explaining that it was night time and he did not know the road very well. The minutes were ticking by quite quickly and I was starting to become concerned, particularly when the driver said he expected to run out of gas any time and it would take a few minutes to switch over to petrol. Fortunately, this did not happen and we finally arrived at Ballarat railway station with minutes to spare before the departure time. I was in such a hurry to find the car in which I was travelling that I did not have time to inspect the train. Locomotive power was either one or two N class, and the consist was two Motorail wagons followed by approximately seven sleeping and sitting cars.

I was rather tired and soon went to sleep, waking up at Maryborough, at which we had an on time arrival. I do not remember stopping at St Arnaud, but I was awake at Donald, where we were also on time. The conductor woke me just prior to arrival at Birchip, where we arrived on time. I was the only passenger who left the train there and I quickly walked to my hotel and went straight to bed. This ended a most interesting and drama packed night. I thank V/Line, who went to considerable trouble and expense to enable me to arrive at Birchip before my 09 00 appointment on Saturday morning. The staff encountered during the experience were very helpful and obliging. The only criticism which could be levelled was the hold up with the taxi at Dandenong. [Also, where was the station master? — Editor.] Had it been there when the train arrived, or soon after, I would have made the connection with the *Vineland* at Spencer Street. The *Vineland* is a pleasant and comfortable train on which to travel and I thoroughly recommend it to anyone.

The return trip from Birchip to Traralgon was uneventful. The *Vineland* was on time at all stops but lost seven minutes because of slow running through the suburbs, arriving at Spencer Street at 07 30. The *Gippslander* departed at 07 54, on time. It was on time at all stops and I arrived at Traralgon one minute early. Motive power on both trains on the return journey was a single N class loco.

New Epping Electric Train Depot

HUGO VAN DEN BERGHE



The new depot building as viewed from the entrance to the stabling yards, with the new Epping station at the far right.

The Jolimont railyards in Melbourne, regarded as unsightly by many, have been controversial for many years, occupying as they do prime real estate worth many millions of dollars. Over the years various proposals to relocate the electric train stabling facilities have been made, with Newport and Nunawading being two of the alternative locations which have at times been suggested. After many years, the problem is finally being tackled and a new \$40 million electric train maintenance and stabling depot is currently under construction in the outer northern Melbourne suburb of Epping, as the first stage of a large project aimed at decentralising and significantly improving Melbourne's electric train servicing facilities. A second depot, and possibly a third, should render a large part of the Jolimont Yard redundant, enabling much of the riverfront to be redeveloped.

The Metropolitan Transit Authority is taking the opportunity to use the latest equipment, update work practices and carefully schedule trains through the new facilities. The Met expects both the efficiency of the suburban rail system and the standard of train maintenance to improve. The Epping depot is being built on a 10.8 hectare site, and will be able to accommodate 31 six-car trains. The depot will primarily serve the 17 or so trains running on the Clifton Hill group of lines and another 10 from the Burnley group.

Successful features of the best rail servicing depots in Australia have been used in the large workshop building, run through car washing plant and two sets of

stabling tracks being established at Epping. In the workshop there will be four elevated tracks for general maintenance and two lifting tracks. The latter will be equipped with hoists able to lift a three-car train to enable bogie and underfloor equipment changes to be made. The hoists are being supplied by Vetter Trittler, a WA firm, and will be the first system for lifting a whole train to be supplied in Australia. For the changing of airconditioners and pantographs on the tops of trains, overhead travelling platforms with hoists will be provided. Six three-car trains will be able to be serviced at once at the new depot. It is proposed to schedule each of the depot's trains for a 2½ hour service and examination once a fortnight. Patrick Kelly, the director of the project, said that all maintenance would be done on a unit exchange basis, and preventative maintenance strategy would be adopted. The new depot will be regarded as a proving ground for the design features proposed for the much larger depot(s) which should replace Jolimont. Patrick said the standard of train maintenance should greatly improve at the new depot, which is expected to be operational by September.

GEC computer-controlled signalling will control the whole Epping workshop and yard area, which will be the first fully-automated yard in Victoria. Interlocking of the signalling, jacking and electrical systems will be provided to protect trains once in the workshop. It is proposed that the workshops will function 24 hours a day, and a high standard of lighting has been planned



The foundations of the car washing plant.

for both the 'shops and the yard. A new three-rectifier substation is being built. This will power the workshop and the yard and will augment main line supplies, being of sufficient capacity to handle the possible extension of electrification to South Morang.

The MTA has employed the services of both its own personnel and outside contractors and consultants. The design consultant was Maunsell PB, who are also handling systems engineering, design management and some procurement. MTA day labour has been used on much of the construction of the project. The steel fabrication was done by V/Line workshops. Other

organisations involved in the project are Lewis Construction Co, which is providing site and construction management; McLachlan Consultants, undertaking costing and programming; and W T Partnership, on the estimating and detail cost control.

The author acknowledges the work of the Editor of *Engineers Australia* and that of Ian Hammond, whose article on the project which appeared in the 24 March 1989 issue of that magazine supplied most of the detailed information for this article. The author would also like to thank Warren Doubleday for bringing the said article to his notice.

Interior view of the new car maintenance depot. (All photos Hugo van den Berghe)



Understanding Train Graphs

JACK McLEAN

Explanation of Swan Hill Bike Specials Graphs

Timetable compilers, at least in Australia, make frequent use of graphs; on overseas railways, for instance in the USA and in the UK, perhaps not as much use is made of them. Graphs make the work of constructing a timetable easier and make a timetable less likely to contain mistakes while at the same time making the description of observations of train movements by lineside observers equally easy to follow. The graphs I have drawn to illustrate the Great Victorian Bike Ride trains of Saturday 3 December 1988 are I hope a good example of this.

On the double line between Melbourne and North Bendigo Junction the finding of paths for six trains is not as difficult as on the single line between North Bendigo Junction and Swan Hill. On single lines extra trains have the added problem of having to meet trains travelling in the opposite direction. My graphs therefore show only the activity beyond Bendigo.

Each graph consists of a network of oblongs made up of vertical lines representing times and horizontal lines representing stations. On my graphs the stations are shown scale distances apart, but they do not have to be. My graphs show the double line between Bendigo and North Bendigo Junction and the single line beyond, with its crossing stations at Eaglehawk, Dingee, Pyramid, Kerang and Lake Boga. These days Lake Boga is not a regular crossing station but was established as one on this occasion.

On the electric staff section between North Bendigo Junction and Eaglehawk, only one staff could be free from the pair of instruments; the driver of a train entering the section had to have this one free staff and so a second train was prevented from entering the section (from either end) until the first train had left the section and the staff had been given to the signaller and returned to the instrument (at either end).

On the staff and ticket sections beyond Eaglehawk, there was only one staff for each section and this staff had to be seen by or given to the driver of any train entering the section. Obviously it could not be seen or taken at both ends at the same time. If the next train through the section was following, then the first train would have been given a ticket and the driver shown the staff; if the next train through the section was opposing then the driver would have been given the staff to take with him through the section so that it would be at the other end of the section to authorise the entry of the next (opposing) train.

Telephone block was maintained between stations and arrangements could have been made to issue an order called a Line Clear Report when the staff was at one end of the section and a train was at the other. (The line between North Bendigo Junction and Piangil is now worked by Train Orders.)

Timetable compilers are aware of these sorts of requirements as well as the times taken by certain classes of engines hauling certain loads through certain sections and make out their timetables accordingly.

My graph 1 shows the proposed arrangements for the day. First to be plotted in were the two regular trains,

although on the V/Line graph they would have been pre-printed with the graph itself.

The 06 50 up passenger train from Swan Hill, No.8038, was the first train which I plotted. The 'theory line' for No.8038 was gained by marking the intersection of the Swan Hill station line and the 06 50 vertical time line, and then the intersection of the Kerang horizontal station line and the 07 29 vertical time line. When these two intersections were joined a slanting line was produced running from bottom left to top right. This diagonal line was continued towards the top centre of the sheet after the times at Pyramid, Dingee, Eaglehawk, North Bendigo Junction and Bendigo were marked.

After making arrangements for platforms at Spencer Street and finding paths along the double track from Spencer Street to Bendigo, the task of finding paths for the specials beyond North Bendigo was approached. The running times of the particular engines and the specified loads brought the timing of the first special, No.8071, into Bendigo at 08 30, and there it waited for five minutes, perhaps for a crew change, after which the times were then plotted by a diagonal line running from the top left to the bottom right, as this was a down train.

The first special was shown as arriving at Eaglehawk at 08 44 and the graph readily shows that at this time the up passenger train No.8038 should have been still in the single line section coming from Dingee, so it was clear that No.8071 would have to wait until about 08 57 at least for the up passenger train which was due there at that time.

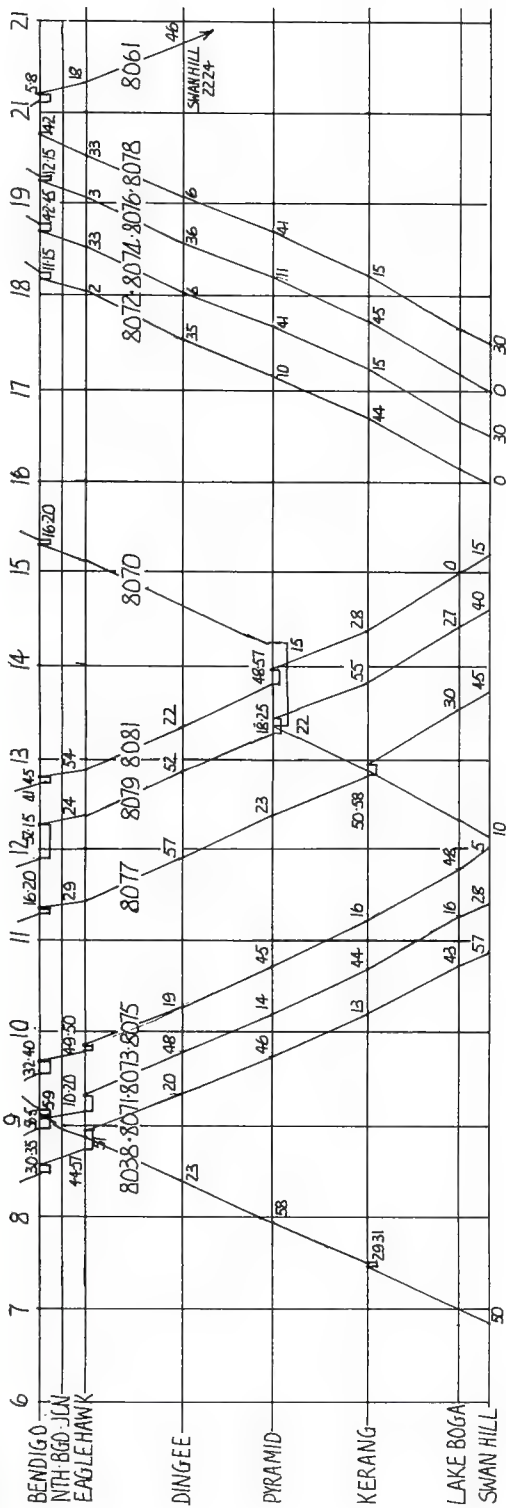
The second special, No.8073, was timed to be at Bendigo from 08 56 to 09 05 and was then shown as arriving at Eaglehawk at 09 10. The graph clearly shows that at that time No.8071 had not yet arrived at Dingee and so No.8073 was tabled to wait at Eaglehawk until 09 20, by which time Dingee would have passed the first special on, seen the ETM (End of Train Marker) and given the ACRE message to Eaglehawk. (ACRE is a railway telegraphic code word for 'train arrived complete at'.)

As each train passed a staff station, the driver had to be given the authority (electric staff or train staff or staff ticket) for the section ahead. The signaller then had to watch for the ETM to ensure that the 'train had arrived complete' before giving the ACRE message.

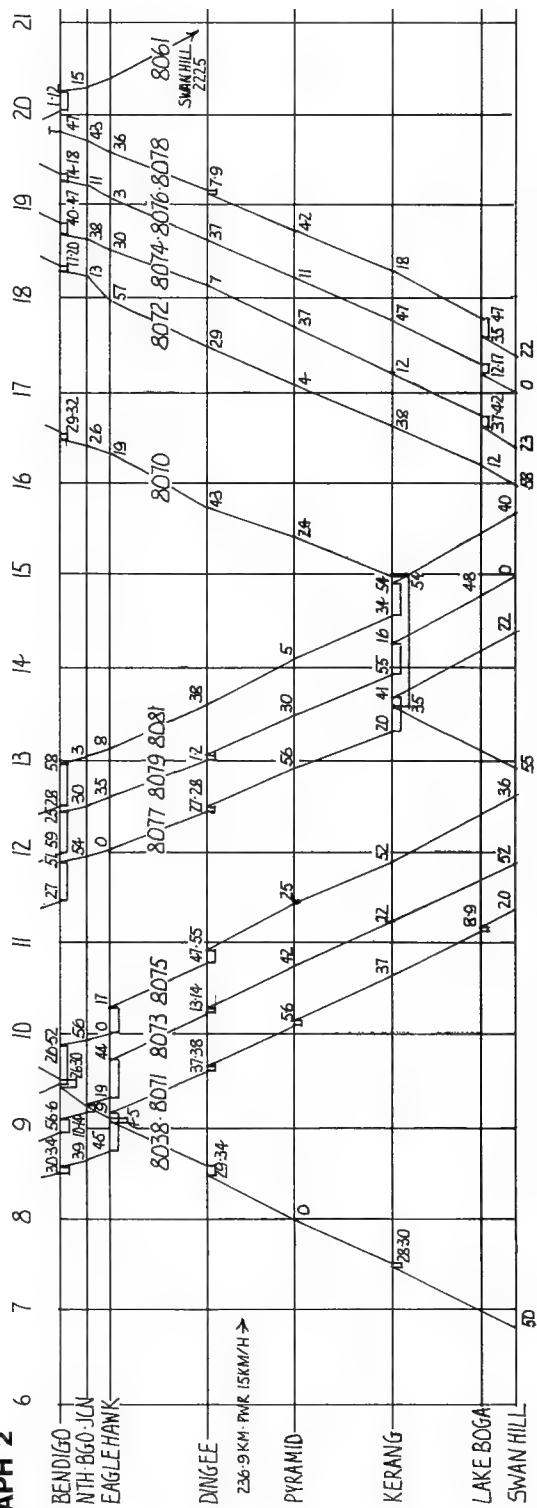
After the third special, No.8075, had arrived at Swan Hill at 12 05, the first up empty car train should have been ready to set out on its journey back to Melbourne and was expected to have in its consist cars which would have been needed for at least one evening peak train. This train is shown on the graph as leaving Swan Hill at 12 10 and crossing No.8077 at Kerang before going on to Pyramid to cross two more specials, Nos.8079/81. As both No.8070 and No.8081 were too long for the crossing loop at Pyramid (all the relevant dimensions being obtainable from the working timetables and other lists), extra time was given there between 13 57 (when 8081 departed) and 14 15 so that No.8070 could be re-assembled after having been split onto track 2 and track 3.

The four remaining empty car trains are shown as not

GRAPH 1



GRAPH 2



leaving one staff station until the previous train had arrived at the staff station in advance. Generally some extra time was allowed for the signalman to sight the ETM of a train and ring the adjacent station with the ACRE message. As each train passed a staff station, the signalman there called the Train Controller at Transport House with the time of its passing and the train controller plotted it on his graph in much the same manner as I have shown on my Graph 2; this information has been copied with the kind permission of the Chief Train Controller.

The up Swan Hill passenger train was delayed at Dingee for five minutes because the signals had been left at danger, and it had already lost some two minutes in the Pyramid-Dingee section because of a 15 km/h speed restriction over the bridge at 236.9 km, so, No.8038 did not arrive at Eaglehawk until 09 04, which was 13 minutes later than the working timetable time. To bring train No.8071 in clear of the main line, the engines had to be drawn some distance in the down direction at Eaglehawk and so it took four minutes after the arrival of No.8038 to get the staff ticket to the engine. No.8071 left Eaglehawk at 09 09, that is, 12 minutes late. The graph shows how No.8038 went through to North Bendigo Junction where No.8073 was waiting to use the single line. Even when No.8073 arrived at Eaglehawk at 09 19, nine minutes late, it still had to wait for No.8071 to clear Dingee, for the man at Dingee to see the ETM and ring the ACRE message to Eaglehawk and for Eagle-

hawk to get a staff ticket to the driver. No.8073 left Eaglehawk at 09 44, 24 minutes late, and so on. No.8075 was stopped at Dingee for eight minutes, I think for some brake problem. All of these relatively minor delays accumulated and so No.8075 did not arrive at Swan Hill until 12 36, 31 minutes later than the time shown in the special train notice.

Around 12 36, the train controller at Transport House decided that the first up empty car train, No.8070, was going to delay the fourth bike train, No.8077, at Kerang even though No.8077 was running 30 minutes late at Dingee. In addition, both Nos.8070 and 8079 were too long for the crossing loop at Pyramid and I imagine that everyone was anxious to avoid crossing two overlength trains there. If the special timetable had been followed, No.8077 would have taken the Pyramid-Kerang staff across to Kerang so that it would have been there to enable No.8070 to leave Kerang for Pyramid. Shortly before the departure of No.8077, Pyramid was told to send No.8077 to Kerang on a ticket as Nos.8079 and 8081 would both be following. In other words, No.8070 would be crossing all three trains, Nos.8077/9 and 8081, at Kerang where No.3 track was long enough to hold No.8070 with its four engines and 14 vehicles. It had been thought (by us anyway) that some of the cars were wanted back at Spencer Street in time for the Saturday evening peak, but we later discovered that only one H set had been required and that had been for the 21 30 down Geelong. So there was no hurry for No.8070 to return.

When No.8077 arrived at Kerang, the signalman noted the ETM and sent the ACRE message to Pyramid so that No.8079 was able to leave there at 13 30. Similarly, when No.8079 arrived at Kerang and the ACRE message had been sent to Pyramid, No.8081 was able to leave Pyramid at 14 05. In other words, No.8079 was in the section heading for Kerang while No.8077 was still at the Kerang station. Similarly, No.8081 was able to follow No.8079. In the meantime, No.8070 had arrived at Kerang at 13 35 and was placed in track 3, which might have been the only loop on the single track railway which was long enough to hold the four engines and 14 vehicles. It made an impressive sight there with No.8077 at the platform. It may have been the first time ever that 27 passenger carriages had been at Kerang station at the one time. The local newspaper is said to have reported it as the busiest passenger train movement in Victoria since the second world war. I would imagine that it was the greatest passenger movement on the Swan Hill line in such a short time ever, but the movement of 12 trains of Scouts from Melbourne to Adelaide in 1973 would certainly have been greater.

The remaining four empty car trains left Swan Hill either on time or early and made their way to Melbourne more or less 'according to the timcard'. The down evening Swan Hill passenger train, No.8061, however, had to work through all staff stations unattended and had to carry staff tickets, but still arrived at Swan Hill only one minute late.

The 'bike hike' once again shows that for mass transport of passengers, and for that matter parcels, e.g., bicycles, the railway still holds its own. On a line with a 50 km staff and ticket section with telephone block working and with trains that were too long for most of the crossing loops, the performance on 3.12.88 was a very creditable one.

N473-N451 on 8072, up empty cars, swings through the points into Eaglehawk at 17 58 on Sat.3.12.88. (Bryce Leydon)



Upfield — Train or Light Rail?

W A DOUBLEDAY

INTRODUCTION

The Planning Division of the Metropolitan Transit Authority recently published a study report (Dec. 1988) to act as a consultative document on the future of the present services provided in the Upfield Corridor, that is, the North Coburg tram line and the Upfield rail line.

The study states that current services in the corridor are poor. The rail line has low patronage, low frequency of service and is expensive to operate mainly due to it having the last remaining long section of mechanical signalling. The tram service on the other hand, which runs parallel to the rail line for much of the way, suffers from the crowded traffic conditions along Sydney Road. The tram route carries almost three times as many passengers daily as the rail line carries.

Attempts have been made to evaluate the feasibility of upgrading the train service and keeping the present tram line, against the provision of a light rail service along the rail corridor, closing the tram line north of Park Street and providing a bus to serve to Sydney Road shopping area and stations that rail would no longer serve, that is, Royal Park, Flemington Bridge and Macaulay.

The document appears to be weak on the consideration of alternatives, for only two real alternatives are examined. It lacks detail on costing parameters, assumptions and presented data as well.

PRESENT SERVICES

Rail — Current rail service frequency on the line is 20 min. Monday to Saturday, with no trains at all in the evenings or on Sundays. Because of the limitations of the line between Gowrie and Upfield, only a 40 min. service is provided to Upfield. Patronage in 1987 was about 6000 each way per day, with about 3500 of these travelling during the am and pm peaks. The service is operated with five three car EMU sets. An analysis shows that such a service is neatly meeting the peak demand by virtually providing a seat per traveller.

It should be noted that prior to August 1988, six car trains were used on the line. These were reduced to three car trains, following the sudden withdrawal of all the Harris car train sets.

The majority of the passengers on the line travel to North Melbourne or the Melbourne central city area. Included in the study analysis is their destination area within the Central Activities District (CAD).

As noted in the introduction, the line has the last remaining concentration of mechanical signalling, interlocked and hand operated gates in Melbourne. To operate this requires some 59 staff. Total staff on the line is 167, of which some 25 would be train running staff. Cost recovery is some 22% (full cost allocation, i.e., after overheads) or 33% of the direct operating costs.

Tram — Service frequency on the line varies from three to five min. during the peak periods, six to 12 min. during day and extends out to 20 min. during the evenings. The route is one of the MTA's busiest. About 15,000 people per day either way use the service, with about a third of these travelling during the peak periods. Peak loads in either directions are relatively balanced for the line. The service is operated by some

25 Z class trams during the peaks. The trams are used primarily for CAD bound trips, although trips to Melbourne University, offices along Royal Parade and local trips between Park Street and North Coburg provide substantial loadings.

Where the two services parallel and thereby directly compete with one another, the tram service is clearly preferred. For the section between Bell Street and Park Street, about 80% of the passengers offering use the tram.

To operate the route requires some 143 staff. Cost recovery is given as 50% on a full cost basis, and 73% on a direct cost basis.

General — The study assessed the demographic and travel patterns of the corridor. Public transport usage in the Brunswick and Coburg areas is higher than for that of the Melbourne average. Tram is the major mode. The corridor has a number of educational institutions, ranging from Melbourne University to the Yooralla Society Special School at Gowrie. About a third of all patronage for both tram and train is student oriented.

SOLUTIONS

To try and overcome the problem of the parallel services, the study evaluates two alternative solutions or strategies against a base case. The base case is given as the present situation, but with the mechanical signalling replaced with boom barriers and automatic signalling. It assumes that manning of stations, trains and trams will remain as present.

Option 1 — Base Case — requires some \$30 million of capital expenditure, to upgrade signalling, rebuild the overhead, repair one bridge, provide additional trackwork at Coburg and Fawkner and replace the existing 30 Z class trams with 20 LRV's (articulated B1 class trams).

Option 2 — Upgraded Rail — this option upgrades the rail service from a 20 min. base frequency to a 10 min. peak service, and has services provided in the evenings and on Sundays. The increased service would require a further 3 three-car trains. It is expected that 17 LRV's instead of 20, would be required to operate the North Coburg tram line which would continue as is.

Option 3 — Light Rail — where the tram/LRV becomes the major mode in the corridor. The present rail line would be converted to light rail, and the existing North Coburg tram line would be closed north of Park Street Brunswick. The study, after examining a number of route possibilities, suggests that the use of the Upfield rail line to Park Street would be the best solution, on the basis that:

'The rail reserve is the favoured route because of its better operating conditions and better location to serve the wider area of the corridor'.

South of Park Street, the study looks at either continuing the line to Royal Park Station and then using the West Coburg tram line or joining up with the present Royal Parade tram line by using the formation of the old inner circle railway line and having either a flat junction with Royal Parade or a tunnel which would emerge in the centre of Royal Parade, so as to minimise conflict with road traffic. The use of Royal Parade was the Met's preferred option.

The study does not give the number of vehicles to operate the service, but from its costings, it would appear that some 33 LRV's would be needed. To provide a service to shoppers in Sydney Road and to serve those passengers who would need to get to stations no longer served by rail, the study proposes a 10 min. bus service, but gives few details on its operation etc. and how many buses would be needed.

EVALUATION OF ALTERNATIVES

In evaluating the alternatives, the study considers both the travel time implications and economic performance. It is in terms of travel time implications that the study bases most of its result on its analysis of the nett economic benefits. The basis for these is poor. There is no analysis of the effect of a change in travel patterns or passenger numbers.

The light rail option along the rail reserve is considered to offer the best time saving potential for the majority of the passengers. These are quantified for the three options, and then given an economic value for both in vehicle and out of vehicle (i.e. waiting, access to and from) times.

Table 15 of the study report is reproduced to indicate the magnitude of the various economic factors:

Table 15:
Economic Evaluation of Benefits and Costs
Source: Upfield Corridor Study, MTA Dec. 1988

Option	Base Case No.1	Upgraded Train 2	Light Rail 3
Capital Costs (\$ million)			
Works	29.8	29.8	31.9
Trains	0.0	14.1	-13.5
LRV's	40.2	34.9	66.5
Buses	0.0	0.0	5.4
Western By-Pass	0.0	0.0	-25.0
Total Capital Costs	70.0	78.8	65.3
Operating Costs per annum	9.3	10.2	8.8
Total (25 years)	145.5	159.6	138.1
Compared to base case:			
Capital Cost	n.a.	8.8	-4.7
Operating Cost:	n.a.	14.1	-7.4
Net Financial Benefit:	n.a.	2.9	12.1
Travel time savings	n.a.	24.8	53.3
Net Economic Benefit	n.a.	1.9	65.4

Note: Evaluation assumes a 4% discount rate over a 25 year life. In vehicle time valued at \$3.25/hour, out of vehicle time at \$9.90/hour.

The proposed Western By-pass will have a considerable impact on the decision making process to be undergone by the Ministry of Transport in arriving at its final recommendation. In the cost of construction of the proposed Western By-pass road link from Flemington Bridge to the Docks area, the light rail option is stated to offer a significant saving over that of keeping the rail line. This By-pass proposal is the subject of a planning study being done by the RCA in conjunction with The Met's. One of the most difficult issues the RCA faces is in the treatment of the link in the Flemington Bridge area. Savings of \$25 million are estimated due to lower land acquisition and construction costs.

A study of the table shows that the impact of the Western By-pass and savings occurring to the user in lower travel times are crucial to the eventual outcome. Travel time savings are items which are not easily evaluated and subject to demographic changes and other less quantifiable impacts.

OTHER ISSUES

People with Disabilities — Option 2 would improve access to public transport. Option 3 would need to be built so as to give access. To overcome the problem, the study notes that:

'... the actual design of such facilities requires further investigation. However, it is expected that it would include low floor vehicles with raised safety zones at necessary locations'.

Such vehicles are currently in use in Grenoble and are being considered or built for a number of other European cities.

Met Workforce — Total numbers are:

- * Existing — 310
- * Base case — 251 (main saving due to removal, or provision of mechanical signalling)
- * Upgraded rail — 265, and
- * Light rail — 217.

Road traffic — The light rail option is expected to improve traffic conditions.

Other issues — such as shoppers to the Sydney Road area, Ford factory workers, zoo access and noise are briefly discussed as well by the study.

Met Summary — The Met summarises its study as:

- * Option 2 — has a positive outcome compared to base case, keeps established travel patterns, reduces waiting times, but keeps the present inefficiency of a duplicated public transport system.
- * Option 3 — has a significantly improved economic benefit, offers better overall travel times to rail and train passengers and reduces the cost of the Western By-pass. It would need to be designed for disabled access, but affects about 10% of passengers who would be disadvantaged in having longer travel times due to the loss of train services between Jewell and North Melbourne

Consultation and Timing: The Met has consulted with the various unions and municipalities. It is understood that a lot of opposition to option 3 has been encountered. The affected unions have prepared their own study and reply to the Met's. It is planned to have the findings of the study programme presented to Government by July 1989.

DISCUSSION

The study only considers two alternatives to the base case. There have been many others offered over time, and it is a disappointment that some other alternatives have not been examined. Some of these comprise:

1. Broad gauge light rail — with light rail vehicles which are heavier than say A class trams, but not as heavy or strong as electric trains. 'Horror!', you might say, 'what about the ramifications of rear-on collisions?' Well, the Walker rail cars were really light rail diesel vehicles, and they ran quite well in conjunction with the heavy rail system.

2. Single car Comeng vehicles, with no station staff. The actual number of station staff eliminated is not given in the study, would probably be 80 people by deducting train and signalling staff. This possible withdrawal is briefly mentioned in the study by reference to the Proof of Payment ticketing scheme, but is taken no further. In this case the single car train could be manned by a conductor/guard, offer a 10 minute service and run in multiple units as necessary during the peaks.
3. As for the light rail option, but keeping the North Coburg tram line. A connection to the Upfield line at or near the present tram line would be provided. The principal service would operate along the rail line, except in the evenings when it would operate along Sydney Road giving passengers better security. That is at times when the traffic congestion is lower. A bus service via Macaulay would still be required.
4. As for light rail option, but terminate the North Coburg tram line near Bell Street, and convert the present rail line to North Melbourne from Upfield to standard gauge light rail, so that light rail connects with trains at North Melbourne. This alternative retains the tram line for the benefit of shoppers, eliminates the need for a separate bus route, and enables passengers to retain their present destinations without the need for excessive changes. For those who at present travel to Melbourne by rail, they can still do so but via Royal Parade without changing. Analysis of inbound city rail travel shows that most change mode once.

While three of these options retain the Jewell - North Melbourne link, and are thus adversely affected by the additional cost of the Western By-pass in the overall viewpoint, they do not require the bus link. This appears to be a very poor solution to those who need to use it, in order to retain their present travel patterns. Travel time would be extended particularly for those bus passengers due to road congestion in the Flemington area.

The bus option would probably have a poor acceptance by current travellers who would use other means of transport or find another job, and thus use a different transport route.

Disabled passengers — The report mentions that disabled passengers will be catered for by the use of low floor vehicles, but it fails to give more details. The writer contemplates them being similar to the recently introduced light rail vehicles in Grenoble, France. These 29.4 m long articulated vehicles have a floor height at boarding points of 340 mm. The low floor portion has an overall length of 17.85 m. To enable wheelchair access to be made, the cars have inbuilt sliding plates below the floor which move out over the platform to provide a slightly sloped ramp. This low floor eliminates the steps which many elderly and partially incapacitated people also find difficult to use. For full details on these trams, refer to *Modern Tramway*, July 1987 and January 1988.

Safety — Trams/LRV's do not have a good safety record when it comes to rear-on collisions. This is due to a number of causes, poor training being one, but the Upfield line will offer further possibilities of high speed rear-on collisions when signalling is removed. This aspect is not considered in the report, nor is the treatment of level crossings. The use of 'traffic lights only'

arrangements at level crossings on the St. Kilda/Port Melbourne lines have not been entirely successful.

Costs — The various costs quoted in the study are not backed up in detail. For example, how many buses are required for the bus replacement service in option 3, what are their individual costs, and has an allowance been made in the capital cost for a replacement of these after about 12 years? A bus does not last for 25 years, and one costs currently about \$210,000.

It is presumed that the track would be duplicated between Merlynston and Upfield when it becomes a LRV operated service. This is not stated.

This article has taken the costs, etc., presented in the study value. Further information and research would be necessary to carry out a proper critical analysis of the document.

CONCLUSION

The study document overall does not present a well argued case for the light rail. It seems to present a somewhat biased case for light rail, without considering how the present Upfield corridor transportation requirements can be met through the examination of other alternatives. The presence of the \$25 million saving on the Western By-pass construction tends to hang over the study outcome like the sword of Damocles.

The document itself is difficult to evaluate in terms of the reader trying to assess the information personally, as information tends to be scattered about. Analysis of the costings of the LRV option is difficult due to the paucity of basic essential data.

Overall, on the basis of the present figures, the survival prognosis of the Upfield rail line is poor. However a political decision will be taken by Government. Its experience of bad publicity following the closure of the St Kilda/Port Melbourne lines will affect the final decision. The likely losers are those who travel to and from stations between North Melbourne and Jewell. While they may only form about 10% of the total number of passengers, a replacement bus service is not the answer.

For option 2 to be considered, it would appear that the method of operation of the present Upfield line must be made more cost effective, not only by eliminating mechanical signalling, but in terms of station staffing. While this may be the subject of a separate study, the possibility of substantial cost savings may make the difference in the decision between retaining the North Melbourne - Upfield link and closing it. A lack of consideration of this matter in the final submission to Government could be fatal.

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On Easter Tuesday 23.3.89, N475-X52 roll the *Overland* towards Belair in the Adelaide Hills. (Roger Gillard)



Operations

GENERAL

B and S class sightings: Reported sightings are listed hereunder. Other sightings appear elsewhere in specific area observations.

Sat.4.2. G-S302 worked 9145 Melbourne - Adelaide superfreighter.

Wed.8.2. G-S302-S301 departed Adelaide with 4697 superfreighter.

Sat.11.2. S300-S302-N16 formed the 17 55 down Dimboola pass.

Mon.13.2. B61 was a down light engine at Lara at 07 14 for crew training. S317-BL-T383 were at Tottenham at 16 47 with 9430 up goods.

Wed.15.2. B64 was a down light engine at Lara at 07 20 for crew training. S310 worked a down goods through Beveridge at 19 52.

Thurs.16.2. S306-S worked an up goods at Beveridge at 01 39. B76 worked an up goods through West Footscray at 16 47.

Sat.18.2. G-S301-700-BL departed Adelaide with 7751 express goods.

Mon.20.2. B61 was on an up Geelong goods at Tottenham at 07 57.

Wed.22.2. S307 worked a down Wodonga oil through Broadmeadows at 21 27.

Sat.25.2. B65(VR) worked a Fyansford - North Melbourne (Arden Street) cement train in the afternoon and returned with empty wagons and stabled them at Lara. Stabled at Maryborough were B80-T389-T364 (up gypsum) and B61-T398-T397-T373-T393 (up wheat).

Sun.26.2. BL-S313-C arrived in Melbourne with 9150 Adelaide - Melbourne express goods. N-X-S306 operated the 17 00 down Traralgon pass.

Fri.3.3. S307-T on 9359 up oil at Werribee at 18 05.

Sat.4.3. N469-S317-S313 on 11 45 up Ballarat pass.

Sun.5.3. A-X-B61 on 17 00 down Traralgon pass.

Tues.7.3. T360-S301 on down Kilmore East Apex quarry train. S317-S313-N on 18 30 down Bendigo pass.

Fri.10.3. S302-T403 on 14 15 North Geelong - Traralgon goods.

Sat.11.3. B64 on down/up Webb Dock container train.

Mon.13.3. N-S307 on down *Overland*.

Tues.14.3. T367-S310 on down Kilmore East Apex quarry train. S302-X47 on Morwell - North Geelong briquette train. N456-S313 on 18 30 down Bendigo pass.

Thurs.16.3. S311-N on 19 15 down Geelong pass.

Fri.17.3. S307-T on 9430 up Traralgon goods.

Sat.18.3. X54-S300-X48-939-947 on 9242 up Mt Gambier goods. N464-S310-N471 arrived on up *Overland*.

Sun.19.3. N-A-S311 worked the 17 00 down Traralgon pass.

Mon.20.3. T395-S306 on down Kilmore East Apex quarry train. S317-T407 on North Geelong - Traralgon goods. B65-3xNOBX-VOBX-B75 formed a down Darling dirty ballast train. B65 was detached at Burnley, leaving B75 to propel the train to the work site.

Tues.21.3. A-S301-T on the 9430 up Traralgon goods. Wed.22.3. T369-T372-S302 up light engine ex Long Island.

Thurs.23.3. T407-S310 on down Kilmore East Apex quarry train.

Tues.28.3. S313-T-T378-T390-T367 on up Wodonga goods. S307-B65 on 9240 up Morwell briquette train.

Thurs.30.3. S310-T362 on up Kilmore East Apex quarry train. B61 in Ballarat yard. T-S306-S307 up light engine at Richmond at 07 07.

Fri.31.3. B75-5xwagon empty grain from Arden Street to Spencer Street. B75 ran around at Spencer Street and departed for Bendigo at 23 05.

Sat.1.4. B65 in the yard at Ballarat.

Sun.2.4. X31-S311 on 21 30 down Geelong pass.

Mon.3.4. X52-S307 on 9240 Morwell briquette train. T362-S307 on down Kilmore East Apex quarry train. B75-7xVOWA-A81 on ballast train at Spencer Street at 20 15.

Thurs.6.4. S302 on 9440 Morwell briquette train.

Mon.10.4. S307-B76 on 9240 Morwell briquette train.

Fri.14.4. T367-S317 on down Kilmore East Apex quarry train.

Mon.17.4. S312-S311-X53 on 9240 Morwell briquette train.

Tues.18.4. B65 on down North Geelong goods.

Wed.19.4. C510-S307 on 9167 Melbourne - Adelaide express goods.

Thurs.20.4. N-S300-S306 on 16 40 down South Geelong pass.

Fri.21.4. B64-T381 on down Morwell goods. C506-C510-S307 on 9169 Melbourne - Adelaide express goods.

Sat.22.4. B75-B65 on 17 50 (2228) Cowangie - Gheringhap block gypsum stabled at Maryborough. B61 in Ballarat yard.

Mon.24.4. S317 on Morwell briquette train. S313-T384 on up Kilmore East Apex quarry train.

Fri.28.4. T381-B61 arrived at Ballarat yard with a down empty ballast.

SOUTH WEST

Portland: Sightings as hereunder:

Sun.26.3. G514, 526, 533, 536, T364, Y138. Work was in progress altering tracks in the vicinity of the level crossing at the down end of the sorting sidings.

Sun.30.4. G511, 524, 530, 536, T353, Y138. Trackwork at the down end of the sorting sidings now appears to be complete. The former two-track level crossing has been reduced to one track. The turnout which led to the woodchip wharf has been relocated to the down side of the level crossing and is now the turnout for trains wishing access to the weighbridge. The woodchip wharf siding has been reconnected to the sorting siding.

Warrnambool notes: Observations as set out hereunder.

Fri.24.3. The 12 40 (8235) down pass., A62-B19-BRN20-ACN21-D302 arrived at 15 53 (7 early). A62 departed for Dennington at 15 58 and returned with a VHEF



Bike riders on the Swan Hill - Melbourne Bike Ride wait at Kyneton as the 11 20 up Bendigo pass. leaves at 12 31 (20 minutes late). Fri.9.12.88. (R P Dunbar)

at 16 30. The carriages were shunted into No.3 road and the locomotive was shut down until Mon.27.3. N463 was shut down in No.4 road. This locomotive was involved in a level crossing collision at Grovedale whilst hauling the 18 00 (8265) down pass. It had visible damage to the sand box, pilot and jumper cables. After A62 was shut down, N463 was started and departed light engine on the up at 17 45.

Sun.26.3. The 17 05 (8280) up pass. departed on time. Consist was B75-N466-D321-252ACZ-203BS-230BRS-201BS-4BE.

Mon.27.3. The 12 30 (8256) up pass. departed on time. Consist was X54-X48-D321-253ACZ-213BS-230BRS-201BS-4BE. The 12 40 (8235) down pass. arrived at 15 55 (5 early). Consist was N472-26BN-32BRN-27ACN-D345. This train was combined with the locomotive and carriages to form the 17 05 (8280) up pass. formed by N472-A62-D345-27ACN-32BRN-26BN-21ACN-20BRN-19BN. Departure was on time.

Tues.25.4. The 17 05 (8280) up pass., formed by A62-A66-D306-12ACN-44BRN-11BN departed 1 late. After a 21 minute delay at Geelong, due to a gas leak at Paisley, the train arrived at and was terminated at Werribee at 19 59 (25 late). Passengers were taken to Spencer Street by bus.

Fri.28.4. The 18 00 (8265) down pass. formed by N456-A60-19BN-20BRN-21ACN-11BN-44BRN-12ACN-D344-D360 departed on time and arrived 15 minutes late.

Lara sightings: A four hour train watching period revealed an interesting variety of locomotives:

12 02 947-932-31xwagons down North Geelong
Yard goods.

12 36 T402-T378-T364-Y165 down Geelong light engine.

12 44 N473 on 12 00 down Geelong pass.

12 48 N471 on 12 30 up Geelong pass.

13 21 A78 on 12 40 down Warrnambool pass.

13 38 T405-12xwagons on Shepparton - Corio empty block oil.

13 46 N473 on 13 30 up Geelong pass.

13 50 N458 on 13 00 down Geelong pass.

13 52 T393-8xempty ballast to Lara ballast siding.

14 02 T393 down Geelong light engine.

The Newsrail Committee
thanks Denys Potts
for his efforts
as News Editor
and welcomes the return
of Peter Clymo.

News contributions should now
be sent to:

Peter Clymo, News Editor

26 Barrall Street
Eaglehawk 3556

14 12 T395-H4-5xwagon up goods (superphosphate).
 14 38 C503-C508-35xwagons down Adelaide goods.
 14 42 N458 on 14 30 up Geelong pass.
 14 59 N455 on 14 00 down Geelong pass.
 15 00 A79 on 12 30 up Warrnambool pass.
 15 28 N451 on 14 40 down South Geelong pass.
 15 38 S302-X47-26xwagons on Morwell - North Geelong briquette.

Briquette traffic: Briquettes are still delivered to South Geelong depot, although the section nearest the mainline is used for other purposes and the section used for briquettes is reached in a zigzag shunt as a result of the removal of two pairs of points at the down end of the yard. Briquette trains run to Boorcan twice per week and to Dennington once weekly.

Pass. pushed by P and T class locomotive: On Sun.23.4 the 09 35 down Geelong pass. was P19-SH31-LH32-P15 to provide capacity on the up for football traffic. P19 suffered ground relay problems and was put off line after Werribee, leaving P15 to push the whole train. For the 12 00 up journey T388 was added at the up end.

T class locomotive on pass.: T397-P12-SH28 formed the 18 10 down South Geelong pass. on Fri.31.3.

Geelong Loco: Sightings on Tues.14.3. as follows: B76, G512, 527, H4, T353, 382, 385 (VR), 395 (VR), 413 (VR), W241 + 244 (VR), RT16, 947.

WEST

Western line observations: Sightings listed hereunder:

Thurs.30.3. G524-G529-X49 on 9169 Melbourne - Adelaide express goods at Tottenham at 12 02.

Sat.1.4. C508-G527-G530 on 9169 Melbourne - Adelaide express goods departed Tottenham at 13 00. C503-705-934 on 9150 Adelaide - Melbourne express goods passed Bacchus Marsh at 14 40. 705 was returning to through running after a full repaint, fitting of airconditioning and other mechanical repairs. BL32-X49-704 on 9117 Melbourne - Adelaide express goods climbed through Bank Box Loop at 15 40.

Thurs.6.4. C507-C506 on 9170 Adelaide - Melbourne express goods ran via Bacchus Marsh and was seen exchanging crews at Sunshine at 10 10. C507 was brilliant in its new repaint.

Sat.8.4. G531-G515-X52 on 9169 Melbourne - Adelaide express goods departed Tottenham at 12 45. C507-C506 on 9117 Melbourne - Adelaide express goods went through Ballan at 15 01.

Wed.19.4. C510-S307 on 9167 Melbourne - Adelaide express goods passed West Footscray at 11 35. C502-C506 on 9169 Melbourne - Adelaide express goods was awaiting departure at Tottenham at 12 55.

Fri.21.4. C506-C510-S307 on 9169 Melbourne - Adelaide express goods awaiting departure at Tottenham at 12 56.

R707-J515 performing well at a photostop near Elmhurst during the ARHS Avoca tour on Sat.22.4.89. (John Green)



Sat.22.4. BL31-BL32-X51 on 9169 Melbourne - Adelaide express goods passed Ararat yard at 17 45. 963-937 stabled in Ararat yard on the 9190 Ararat - Mt Gambier express goods due for departure on Mon.24.4.

Bacchus Marsh derailment: Further to *Newsrail*, May, the derailment on Thurs.30.3 occurred at 11 40. The train had run away from the down side of Bank Box Loop. A track was clear by Fri.31.3. With the interlocking seriously damaged and unavailable for crossing and with trains diverted via Bacchus Marsh because of work between Gheringhap and Warrenheip, all Bacchus Marsh local trains terminated at Melton for the next week with buses connecting. Some trains went as far as Parwan Loop to reverse. By Tues.25.4. the yard at Bacchus Marsh was restored. B61 was returned to traffic by mid-April.

Diversions: On most Tuesdays to Fridays from Tues.4.4. to Fri.7.7, there is work in progress between Gheringhap and Warrenheip requiring total occupation from morning to mid afternoon. Grain trains are held until mid afternoon. The 07 55 down Dimboola pass. and 08 30 down *Sunraysia*, retimed to depart at 08 28, run via Bacchus Marsh. To provide paths, the 08 14 down and 09 50 up Bacchus Marsh services have been replaced by buses.

Overland slowed: To provide better paths for goods trains, the *Overland* has been slowed from Sun.9.4,

departing Melbourne at 20 45 and arriving Adelaide at 08 50. It would appear this is a pointer to where the priorities lie.

Adelaide via Pinnaroo: On Thurs.2.3, because of a derailment at Tintinara SA, three express goods were diverted via Pinnaroo. 9145 down goods had: X53-X46-25x vehicles, 9147 down goods had N473-S312-22x vehicles and 9146 up goods had X45-N472-27x vehicles.

This was the first use of these classes of locomotive between Tailem Bend and Pinnaroo.

Nhill notes: H class locomotives are now making regular appearances in the area. On Tues.28.2. H2 was seen running with a small goods consist. On Wed.1.3. H5 was stabled in Nhill yard whilst containers were being loaded with export peas.

Dimboola depot visit: On Mon.20.2 G511, 534 (in new condition), T397, 408 were stabled at Dimboola.

Overland: Combinations sighted during late March early April have been:

N457-N472	N462-N469
N467-N456	N471-N460
N475-N465	N472-N463
N472-N462	N460-N471

Ballarat pass.: On Fri.10.3 the 18 50 up Ballarat pass. consisted of N453-SH24-BS205. BS205 was fresh out of Ballarat Workshops.

K163 being watered at Woodend after running a special from Crib Point on Sat.1.4.89. (Gavin McLaughlan)



NORTH

Bendigo observations: Recent sightings set out hereunder:

Tues.21.3. A85-2xD-4 car Z set formed the up Swan Hill pass. at 08 55 at Bendigo North. S312-X31-24xVHGF on up Korong Vale block grain at Bendigo North at 09 14. S312 taken off and stabled at 11 30.

Wed.22.3. N451-2xD-4 car Z set on up Swan Hill pass. at Bendigo North at 09 02.

Sun.26.3. A77, T350, X36, Y161, 163 in Bendigo Loco. Thurs.30.3. Up Echuca goods X38-VHGF-2xVPCX-WQCX-7xVQCX-VQCX arrived at 18 53.

Sun.2.4. N454, T375, 400, X33, Y161, 163 in Bendigo Loco. S306-P19-SH formed 16 10 down Bendigo pass.

Mon.3.4. Y161-VTQF-VTQY-VTQF (Ampol) departed Bendigo North for California Gully at 09 10. T400-2xAOGF on down goods at 14 20. Y161-VTQY-3xVTQF-VTQY (Caltex) departed Bendigo North for California Gully at 17 00, returning as Y161-2xVTQF-VTQY (Ampol)-VTQY-3xVTQF-VTQY (Caltex) at 17 25.

Thurs.6.4. Y163-2xVTQF-VTQZ (Ampol) departed Bendigo North at 09 16. Y163 returned light engine at 09 32.

Sun.9.4. DRC41, N457, X31, 41, Y161, 163 in Bendigo Loco. 16 10 down Bendigo pass. formed by N459-P23-SH.

Tues.11.4. 06 45 up Swan Hill pass. formed by N455-D-2xN. 09 15 at Bendigo North. Up Swan Hill goods, S311 (VR)-3xD-VLCX-VBBX-3xD-Rail Tractor 42-VZTX-2xVTQF-3xVTQY-VTQF-VTQZ-2xVTQF-4xVTQY-VTQF-2xVTQY-NQOX at Bendigo North at 19 45.

Wed.12.4. N465-2xD-4 car Z set on 06 45 up Swan Hill pass. at Bendigo North at 09 00. T388-4xVZRX (loaded) passed Bendigo North on the up at 14 11.

Sun.16.4. N465-S307-T391, 395, X42, Y161, 163, J541 in Bendigo Loco.

Mon.17.4. ACZ252 formed part of a consist consigned to the Workshops for repair. X43 passed Bendigo North, light engine, on the up at 15 23. T410-Train of Knowledge at Bendigo North at 16 55 (down).

Tues.18.4. Y161-VTQX (Caltex) departed Bendigo North for California Gully at 16 05. Y161-VTQY-VTQF-VTQZ (Ampol)-VTQX returned at 16 32. T410-Train of Knowledge at Bendigo North at 20 16 (up).

Thurs.20.4. 06 45 up Swan Hill pass. formed by A66-2xD-4 car Z set at Bendigo North at 08 55. Y161-VTQZ-VTQF (Ampol) departed Bendigo North at 09 07. Y161 returned light engine at 09 19.

Fri.21.4. X33-T382-T363-4xVOFX-8xVHGF-2xVFLX on down Korong Vale goods at Bendigo North at 16 20.

Sun.23.4. N458, 467, T395, X40, Y161, 163, J550 in Bendigo Loco. The 16 10 down Bendigo pass. formed by T372-P22-SH.

Echuca news: Hereunder observations during April.

Mon.3.4. X33-T375-2xVLCX-13xVOCX-50x containers in yard as up goods at 17 00.

Tues.4.4. X34-2xVLEX-VLCX departed on the down at 08 55. X34-VLCX-10xcontainers arrived on the up at 13 30. All the 1988 rice crop has been delivered.

Rain is preventing the commencement of harvesting the 1989 crop. X34-T373-VPCX-28xcontainers departed on the up at 16 40.

Wed.5.4. X-VLCX-VOCX-VOBX departed on the down at 09 05. T351 on works train at the Echuca end of the new bridge to collect rails. X35-VLCX-6xcontainers arrived on the up at 12 20.

Thurs.6.4. X39-VLCX-10xcontainers departed on the down at 09 02. X39-VLCX-4xcontainers arrived on the up at 12 45.

Fri.7.4. X35-7xKMQ-VLEX-10xcontainers departed on the down at 09 00. X35-20xcontainers in the yard as an up goods at 15 30.

Mon.10.4. X31-VLCX-26xcontainers departed on the down at 09 03. X31-2xVPCX-VLEX-26xcontainers in the yard as an up goods at 16 00.

Tues.11.4. X36-T397-KMQs-VLEX-VPCXs-containers in the yard as an up goods at 17 00.

Wed.12.4. X39-VLCX-VLEX-20xcontainers departed on the down at 09 00. X39-7xKMQ-VOBX-VOCX-VLCX-VLEX-16xcontainers arrived on the up at 13 20.

Thurs.13.4. X35-VLCX-KMQs-25xcontainers departed on the down at 09 00. X35-VLCX-13xcontainers arrived on the up at 14 40.

Fri.14.4. X39-VLCX-12xcontainers departed on the down at 08 57. X39-T402-KMQs-VHGF-VPCXs-containers in the yard at 16 25.

Mon.17.4. X42-VLCX-12xcontainers departed on the down at 08 55. X42-VLCX-2xVZOY (numbered 1 and 2)-VLCX-7xcontainers arrived on the up at 13 11. X42-4xVPCX-2xVZOY-15xcontainers formed part of an up goods being marshalled at 16 00.

Tues.18.4. X43-VLCX-VLEX departed on the down at 09 00. X43-VLCX-VLEX-8xcontainers arrived on the up at 12 40. X43-2xVLEX-VOCX(sleepers)-2xVPCX-14xcontainers departed as an up goods at 16 25.

Wed.19.4. T372 ran the Tongala switch with briquettes during the morning.

Thurs.20.4. X43-13xVHGF arrived on the up at 12 14. T382-2xcontainers-VLCX-VLEX(?) -16xcontainers-VLEX-2xcontainers arrived on the up at 16 33.

Fri.21.4. T372-VHGFs departed on the down at 06 05 and returned at 11 25. T-18xcontainers departed on the down at 12 50.

Mon.24.4. Crawford Productions using 40ABU-13BL-32AV-32ABU-619ZD to film part of 'All the Rivers Run II'.

Wed.26.4. T386-10xVHGF departed on the down at 07 50. X40-14xKMQ-VLCX-16xcontainers departed on the down at 09 05. The Steamrail consist departed during the day. Caltex receiving supplies by road.

Fri.28.4. T391-VLCX-20xcontainers arrived on the up at 13 37.

Northern Line down grades: About 50 people met passengers at Kerang railway station on Friday 21.4. Most waited in the newly upgraded waiting room before the 21 20 arrival of the train from Melbourne. However, if V/Line succeeds with a proposal to close the station at 17 30 these people will be left out in the cold to greet future trains. The reduction in operating hours would cost Kerang two railway jobs. Kerang's Mayor, Cr. Kevin Dove said 'How ridiculous is it that trains come through here at night and no-one to man the station?'

The station at Pyramid (a replica of which was recently built at the ARHS Railway Museum) is faced with permanent closure and a ticket agent appointed in the town. Two staff members were expected to be offered a transfer or redundancy. In recent years the staff have won a number of Best Kept Station awards. V/Line Regional Manager, Mr. David Davies described the speculation about station closure as premature. He said that concerns by councils over permanent closure of Pyramid and reduction of hours at Kerang was 'jumping the gun'. 'The proposal to reduce hours is in line with a new system of train operation which relies on better communications with the train controller in Collins Street (Melbourne) instead of staff handling control between stations'. Mr. Davies said passengers had the services of a conductor on each train, but when asked if the upgraded waiting rooms facilities would be open if the station is unmanned at night, he said 'That hasn't been determined yet'.

One of V/Line's problems, adding to its hefty deficit, is the fact that it incurs economic penalties by having to staff these stations for long hours from early morning (up train) and late at night (down train). Similar cost saving moves have already been introduced on other lines.

High powered relief: On Mon.13.3, DRC40 failed whilst running the 10 20 up Kyneton pass. N474-N462 were proceeding light engine to Dynon after having run a pass. and were re-directed to rescue the DRC. N462-N474-DRC40 passed through Middle Footscray at 13 10.

Multi units on Bendigo pass.: On Mon.6.3. the 18 30 down Bendigo pass. was hauled by X42-X54-A60. The following day, the same train had S317-S313-N467 as motive power.

Swan Hill sightings: The following locomotives were sighted during April.

Tues.4.4. S302	Tues.18.4. X41-T391
Thurs.6.4. S307	Thurs.20.4. X33
Tues.11.4. S311	Thurs.27.4. S301-T372.
Thurs.13.4. S307	

The *Train of Knowledge* made three appearances during the month:

Tues.11.4. T399
Tues.18.4. T410
Tues.25.4. B76

On Tues.25.4. X48 (VR) operated 17 00 up special pass.

Train of Knowledge: This train ran to Swan Hill on Mon.24.4 hauled by B76. The consist was *Acheron-Coliban-Pekina-Carey-Loddon-Inman-Wando-Moorabool-Avoca-Melville*. It was due to depart Spencer Street at 10 35 and passed St Albans at 11 10.

NORTH EAST

Kyabram news: Only three trains operated in April. On Tues.4.4. T388-5xVOFX (empties from the fertiliser siding)-AOGL arrived at 09 15 and departed at 09 25. On Tues.11.4 Y148-9xVOFX/AOGL arrived at 10 55. 2xAOGL (full) were left in the yard and Y148-7xVOFX/AOGL (empty) departed at 11 25.

On Tues.18.4. T373-6xVOFX/AOGL (empty from fertiliser siding) arrived at 09 18. The 2xAOGL (empty) left the previous week were collected and the train departed for Tatura.

9300 Geelong - Wodonga goods: During April, S class locomotives predominated on this train, some with large tonnages, one having just over 2500 tonnes. The locomotives return on either the 9304 up Wodonga goods or the 9334 Albury - Long Island steel train. Should the steel train be cancelled 9304 can have up to four locomotives. Combinations observed at Mangalore have been:

Mon.3.4. S311-X43 at 06 20.
Tues.4.4. S317 at 07 11.
Thurs.6.4. X53-S312 at 07 14.
Fri.7.4. S301-S302-T386 at 07 15.
Mon.10.4 S302-S301-T364 at 07 09.
Wed.12.4. X52-T412-T389 at 07 02.
Thurs.13.4. S302 at 07 11.
Fri.14.4. S312-S306 at 07 14.
Mon.17.4. S302-S301 at 06 50.
Wed.19.4. T387-T353 at 07 14.
Thurs.20.4. X48 at 07 12.
Mon.24.4. S311-S312 at 07 16.
Wed.26.4. S310 at 06 08.
Fri.28.4. S302 at 07 12.

A66 in the North East: During April, A66 was a regular visitor to the area. Sightings recorded have been: Wed.5.4. on up Cobram pass. Thurs.6.4. on down Albury pass. Mon.10.4. on up Albury pass. Fri.14.4. on up Albury pass. Mon.17.4. on down Cobram pass. Tues.18.4. on down Albury pass.

Seymour yard to be policed: Seymour railway yards will be kept under strict supervision by police and employees according to Mr B Penn of the Transit crime unit. It has been made necessary by a spate of thefts from wagons and store rooms over the past 6 months. Pedestrians are also causing concern when using the yards as a short cut instead of the two subways. There have been several instances recently of near misses.

Mangalore observations: Set out hereafter are observations during April.

Sun.2.4. A73-X53 on up Cobram pass. (8330) at 18 40.
Tues.4.4. S317-T381 on up Wodonga oil (9224) at 20 13.
Wed.5.4. S307-T408 on up Wodonga oil (9224) at 22 07.
Thurs.6.4. X52-T371-T375-S300 on up Wodonga goods (9304) at 01 06.
Fri.7.4. N454-S311 on up Albury pass. (8310) at 08 45.
T406-T400-T381-Y148 on up Shepparton goods (9332) at 21 14.
Sun.9.4. A78-X53 on down Albury pass. (8339) at 11 18.
X53 on up Albury pass. (8336) at 19 09.
Tues.11.4. S301-S302-T364-T390 on up Wodonga goods (9304) at 00 20.
Wed.12.4. X44 on down Cobram pass. (8307) at 10 38.
Y133 on down Balmattum ballast at 11 00.
Sat.15.4. S312-A81 on up Albury pass. (8332) at 18 33.
Mon.24.2. T384 on up Cobram pass. (8308) at 08 10.
Sun.30.4. X34-X51 on down Albury pass. (8339) at 11 20.

Strange train: On Thurs.16.3, A62-DH402-DH403-Norman were noted arriving at Spencer Street at 14 05. It apparently ran from the North East. Further details are unknown. Can any reader assist?

Norman to Seymour: On Tues.21.2, visitors from RENFE (the Spanish national railway system) travelled in *Norman* to Seymour, attached to the rear of the 12 10 down Albury pass., returning as a special hauled by a T class locomotive.

Broadford special railmotor: On Wed.22.2, an evening chartered special, 58RM-ZL2 departed Seymour for Broadford then Melbourne. It passed Broadmeadows at 22 05, traversed the underground loop and then returned to Seymour.

Long Albury pass.: On Fri.24.2 the 17 15 down Albury pass. consisted of N458-N466-BS212-BRS225-ACZ251-BN15-BRN40-ACN45-D349-PH452-AJ2-club 3-ACZ260-Norman.

STANDARD GAUGE

Avenel accident: On Tues.25.4, 8176 on the 04 35 (9664) Albury - Melbourne goods collided with an East bound light utility on Ewings Road, Avenel at about 07 35. The utility was struck at the front, spun around then struck at the rear. The driver suffered only minor injury as did 8176, only having the left side of the cowcatcher bent and buckled. 8176 proceeded light engine to Seymour where temporary repairs were carried out. 42216 on the down *Intercapital Daylight* was blocked at Seymour loop so the locomotive was removed from the train and utilised in clearing the goods from the main line thus re-opening it for traffic. 42216 with the *Intercapital Daylight* was observed passing Mangalore at 12 52 (2 hours 32 minutes late).

Mangalore observations: The C class locomotives still predominate the standard gauge highlights. On the odd occasions, however, 422 class locomotives have been observed on goods trains. Sightings are listed hereafter.

Sun.2.4. G522-G516 on *Sydney Express* at 21 19.

Tues.4.4. C505-C504 on down goods at 12 50.

Wed.5.4. C505-X37 on up goods at 04 45.

Thurs.6.4. 8166 on down *Intercapital Daylight*.

Fri.14.4. 8176 on down *Intercapital Daylight*.

Sat.15.4. T411 on up goods at 04 19.

Wed.19.4. 8172-42212 on up goods at 18 11.

Thurs.20.4. 42212 on down goods at 01 26.

Sat.22.4. C504-X37 on down goods at 15 58.

Sun.23.4. 42213 on up goods at 20 00.

Mon.24.4. G517-42213 on down Ford train at 17 36.

Thurs.27.4. 42218 on down goods at 02 09.

Daylight saving ending: On Sat.18.3, to allow for the end of daylight saving that night, interstate departures were delayed for 1 hour. To enable the 20 20 arrival of the *Intercapital Daylight* to cross the 21 00 *Sydney Express*, the *Overland* was altered to depart from platform 3. Because there is no standard gauge loop on platform 2, the MBY motorail on the arriving *Intercapital Daylight* was at the rear instead of the front. It was shunted to the former motorail dock for unloading, there being no cars on the upper deck and hence no need for a ramp.

Holiday traffic: Relief *Sydney/Melbourne Expresses* departed on Tues.21.3 - Fri.24.3, Mon.27.3, Tues.28.3 and Fri.31.3 - Sun.2.4. SRANSW ran extra services between Albury and Sydney, some of which connected from/to V/Line broad gauge services.

X37 on Melbourne Express: Further to *Newsrail*, May, X37 hauled the *Melbourne Express* into Melbourne on Sun.12.3 because of a locomotive failure at Gerogery NSW.

Non-airconditioned cars on Intercapital Daylight: On Sat.15.4. the *Intercapital Daylight* departed Sydney behind a G class locomotive and with 2xFS-SFX at the

rear, apparently for use on special trains between Wagga Wagga and Bomen because of flooding by the Murrumbidgee River.

Spares: On Sat.25.2 there were a PHV powervan and an LHY brakevan in the standard gauge dock at Spencer Street. On Thurs.23.3 the spares were a PHS powervan and an LHY.

Sydney Express: On Sun.2.4 the normal 20 00 train was all sleeping cars hauled by G522-G516 with 2xMBY. On the same day, the *Relief Express* at 21 35 consisted of G521-G519-VFK274 (V/Line)-VFR215 (V/Line)-VFK273 (V/Line)-VFK271 (VR)-VRS232 (V/Line)-VFX217 (VR)-VKB263 (V/Line)-SDS2289 (candy)-PHV2403 (candy)-LHY1619 (candy). On Wed.12.4 Dining car RMS2360 was marshalled immediately behind 8166 and in front of the MHN van. Dining car RMS2359 was in the normal position. On Sun.22.4 the express departed with 8176 and SDS2255 (candy) empty and unlit immediately behind MHN2364. The train left on time at 20 00 and stopped abruptly on the ascent to the flyover. The sudden stop was attributed to a passenger 'pulling the cord' his excuse being that he had forgotten some luggage. The train could not be set back and a fitter was sent from Spencer Street using the standard gauge pilot as a taxi. The train eventually departed at 20 31. This caused delay to the up *Intercapital Daylight* which arrived at 20 54 (34 late). The *Overland* was delayed as a result and departed at 21 01.

EAST

South East goods sightings: Although only a shadow of its former self, the South Eastern line can still manage to be interesting, even with only one train each way per day (Melbourne - Korumburra). The three basic commodities carried during April were sand, petroleum products and superphosphate, the latter requiring a few extra trains to be run. The following trains were sighted during April and these sightings would only cover about one third of those trains that ran.

Sat.1.4. T (VR)-T396-T377-5xVHSF-11xVOFX-4xVTQF on 9487 down goods. T373-5xVHSF on 9484 up goods.

Sun.2.4. T396-6xVHSF on 9486 up goods.

Mon.3.4. T372-7xVHSF on 9491 down goods.

Tues.4.4. T372-5xVHSF on 9482 and 9491 up and down goods.

Wed.5.4. T372-6xVHSF on 9482 up goods.

Thurs.6.4. T389-6xVHSF on 9482 up goods. T370-6xVHSF on 9491 down goods.

Fri.7.4. T370-6xVHSF on 9482 and 9491 up and down goods.

Sat.8.4. T370-6xVHSF on 9487 down goods.

Mon.10.4. T351-4xVHSF on 9482 up goods.

Fri.14.4. T398-5xVHSF-3xVOFX-2xAOGF on 9482 up goods.

Sun.16.4. X53-X52-T388-4xVHSF on 9486 up goods.

Tues.18.4. T390-6xVHSF on 9482 up goods. T390-5xVHSF on 9491 down goods.

Wed.19.4. T397-5xVHSF on 9482 and 9491 up and down goods.

Thurs.20.4. Same train as on Wed.19.4.

The above listed trains are regularly scheduled as opposed to the following trains which were operated as specials for superphosphate traffic.



8180 arrives at platform 1, Spencer Street, with the relief *Melbourne Express* on Good Friday 24.3.89. (Julian Insall)

Mon.17.4. T353-empty VOFX wagons on the up.
Tues.18.4. T364-T397-T362-12xVOFX-4xAOGF on the down.

Wed.19.4. T390-T364-7xAOGF-4xVOFX-6xVTQY-4xVTQF on the up.

Thurs.20.4. T389-T360-T406-14xVOFX-2xAOGF on the down.

Warragul notes: Observations and notes set out here-under.

Fri.31.3. The 17 53 (4083) down Warragul pass. was a 6 car Hitachi set. Consequently, on Sat.1.4, the 06 20 (4202) Warragul - Dandenong pass. and the 07 25 (4251) Dandenong - Warragul pass. were 3 car Hitachi sets.

Mon.3.4. The 05 55 (8410) up Warragul pass. was a 6 car Hitachi set.

Wed.5.4. The 15 45 (8421) down Traralgon pass. was altered from the usual platform 8 at Spencer Street to platform 13 due to the up Geelong pass. (forming the down Traralgon pass.) arriving at platform 13. The 06 00 (8406) up Traralgon pass. scraped Caulfield's platform 3.

Thurs.6.4. The 15 45 (8421) down Traralgon pass. continues to be overcrowded. On this day it had passengers standing to Garfield. It would help to prevent the use of this train by suburban passengers as large numbers use it to Dandenong, Berwick and Pakenham.

Fri.7.4. The 06 50 (8410) up Traralgon pass. left Warragul 30 minutes late with 2xN-N set. It appeared only the lead locomotive was working.

Tues.11.4. Whilst our correspondent was travelling in the rear car of the 16 27 (4069) down Warragul pass., a 6 car Comeng set, an announcement was made to remind Longwarry passengers to travel in one of the three leading cars. Passengers for the stations Nar Nar Goon - Drouin were requested not to travel in the rear car. As the rear car can be fitted into all platforms except Longwarry, it is presumed the request was made in order to obviate the necessity for precise stops at the underlength platforms.

Further to the continuing overcrowding on the 15 45 (8421) down Traralgon pass. With additional carriages not available, there appear to be only two possible solutions: Use a bus to supplement the train or hire an additional train from The Met to run to Warragul ahead of the country train, leaving Flinders Street at about 15 30. The 16 27 train is available to Warragul but most passengers prefer not to wait the extra 37 minutes whilst they would probably catch an earlier train.

**SAVE TIME!
SAVE MONEY!**

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See contents page for details

METROPOLITAN

Long Island steel trains: Sightings for April are listed hereunder.

	03 00 (9334)	10 30 (9529)
Sat.1.4.	X31-S311-T405	X38
Mon.3.4.	No train	X40
Tues.4.4.	C506-C507	X33
Wed.5.4.	No train	X40-T376
Thurs.6.4.	G530-X49	T350-X40
Fri.7.4.	X53-S312-T402	G532-G514
Sat.8.4.	X48-X44-T396	No train
Mon.10.4.	No train	X34
Tues.11.4.	G532-X33	X31
Wed.12.4.	No train	X35
Thurs.13.4.	G535-C506	X39-T364
Fri.14.4.	X48-S302	X35-X33
Sat.15.4.	X48-S302-T396	X38
Mon.17.4.	No train	T373-B76
Tues.18.4.	C503-B64-P15	T377-T386
Wed.19.4.	X50-S312-T393	X36
Thurs.20.4.	BL31-X51	B64-T386-T377
Fri.21.4.	X36-X48-T376	X43
Sat.22.4.	S312-T385	X39-B76
Mon.24.4.	No train	X34
Tues.25.4.	X45-G533	X34
Wed.26.4.	705-703-X45	X43

Extra steel trains, Whyalla - Long Island ran as follows.

Sat.1.4.	X48-X54
Fri.7.4.	X34
Tues.11.4.	X43
Sat.15.4.	B76-T373
Fri.21.4.	B80-S313

X class locomotive on pass.: Recently X class locomotives have been making frequent appearances on passenger trains. Recent sightings have been.

Fri.24.2.	A62-X40 on 16 25 up Albury.
Mon.27.2.	N467-X40-X47 on 12 40 up Albury. X34 on 18 15 down Cobram.
Sat.4.3.	X40 on 12 00 down Geelong.
Thurs.9.3.	X54-N461 on 16 15 down Ballarat. X40-A81 on 18 00 down Warrnambool. X34-N471 on 18 35 up Bendigo.
Fri.10.3.	N457-X53 on 12 40 down Albury. X36 on 17 11 down South Geelong.
Thurs.23.2.	A79-X54-X48 on 17 47 down Ballarat.
Sat.25.3.	N454-X39 on 08 10 down Albury.
Mon.24.2.	X48-N475 on 17 45 down Swan Hill.

Sunday pass.: The Sunday down pass. continues to have interesting locomotive combinations due to locomotive balancing. The following were sighted on Sun.16.4.

16 10 down Bendigo pass.	N475-T410-P14
16 15 down Ballarat pass.	A71-X49-X39-B75
17 00 down Traralgon pass.	S312-A85

Loose shunting at Spencer Street: On Mon.3.4. at 20 53, N458 was reversing (i.e. crew at trailing end) on the down side of platform 7. Van DHP404P was struck firmly and sent into the stops with enough force to derail one bogie. The van was immediately red carded and a crew change took place on the locomotive.

Coldstream goods: The future of this train does not look good. It now does not appear on the WTT and its only load is superphosphate. T393 was sighted at 06 03 on Thurs.9.3. running light engine through Mooroolbark.

Heidelberg diesel movement: On Wed.8.3. a down diesel locomotive was heard at 05 00, returning at 08 00. Has any reader further information?

Footscray diversions: Further to *Newsrail*, May, the work finished earlier than planned. By Wed.5.4. evening services were running normally between South Kensington and Footscray. Work had transferred to between Spotswood and Newport. Down suburban trains were terminating at Spotswood, with buses to Williamstown or Westona, connecting there with trains to Werribee. Evening Geelong trains ran via Seddon. This alteration was to continue Mondays - Fridays until the first week of May.

Stony Point Grand Prix specials: On Sat.8.4. and Sun. 9.4. many push-pull special passenger trains worked to Stony Point, connecting with ferries to Phillip Island for the motor cycle Grand Prix.

Lilydale special: For a visit by German tramway enthusiasts, ARE/ElecRail organised a social evening at Lilydale VRI (the former refreshment rooms) on Wed.12.4. 317M-341T107M was rostered, the schedule being, Newport Workshops 18 22, Flinders Street 18 42 - 19 00, Lilydale 20 03 - 22 40, Spencer Street 23 42. It was to return to Newport Workshops next morning. On the down journey, the special was delayed by the preceding Lilydale suburban, in turn delayed after a level crossing collision near Burnley on the Glen Waverley line. Many of the international visitors had been delayed by a major hold up of tram services caused by overhead wires brought down by a truck in the St Kilda area.

Macleod derailment: On Fri.21.4. the driver of the 07 09 up Hurstbridge suburban electric noticed something wrong with the set. Passengers were offloaded at Macleod. Whilst the train was being shunted to a siding at 08 00, one carriage.

Surrey Hills: February was a quiet month, no train was heard in the early morning. However, Coldstream was holding bogie wagons, indicating that goods trains now go down after the morning peak. March was a variable month, on Sun.5.3 a T-hauled work train passed down at 05 50 to reverse at Box Hill after working East of Camberwell. On Thurs.9.3 a down goods passed at 04 46 (possibly a Y or T class). On Sat.18.3. up trains used the centre line, with down trains on the down line during the day. This was repeated on Wed.29.3. On Thurs.30.3. the overhead lubrication Tait set passed down at 09 26 and up at 11 30.

April had the most excitement for a long time with big power, sleeper specials, delivery of rollingstock and a preserved Tait-swingdoor special. On Sat.1.4, X42 worked a long sleeper-discharge train (bogie wagons) down at 23 51. To run around, the locomotive returned light engine to Camberwell, passing on the up at 00 28 and returning on the down at 00 36. On Sun.2.4 there were no trains in the morning. Work people erected temporary speed-restriction signs. The first up suburban was at 12 05 and was a 6 car set, as were all suburban for the afternoon. On Sun.9.4 there was an extra up suburban at 07 02, conveying people for Stony

Point special trains for the Phillip Island motor cycle Grand Prix. It was balanced by a down empty 3 car set at 07 26. On Wed.12.4 the 3 car preserved swingdoor Tait set passed through on a Lilydale special working. A welcome sight on Thurs.13.4 was a down Coldstream superphosphate train, 3rd series T class with 5xVOFX on the down at 04 03. On Sun.16.4, a sleeper-discharge train of bogie wagons, headed by T383, worked on the down line between Chatham and Surrey Hills from

04 12. It headed back to Melbourne at 08 24. All suburban trains, including into the evening, were 6 car.

On Fri.28.4 a down Coldstream goods at 04 12 was X class-6xcarriages-2xVOFX-2xbrakevans-3xwagons (4 wheel). Most of the rollingstock was being returned to YVTR. On Sun.30.4, T370 worked a short sleeper-discharge train (4 wheel wagons) down at 00 30 and ran around by returning light engine to Camberwell. On Sun.30.4 all suburban trains were 6 car sets.

Works

WORKS AND SERVICES

Nhill railway station: As a result of concern expressed by the Shire of Lowan, V/Line advised the following:

'Nhill Railway Station is no longer staffed for passenger, parcels or goods traffic, as these services are now provided by road from Horsham (for freight services) and from Dimboola (for road coach services). V/Line has no intention of removing the station building nor the platform, although for safety reasons, the pedestrian footbridge, now closed, will shortly be removed. Pedestrian foot traffic is better served by the level crossings at each end of the yard, both of which

are protected by flashing lights. The signal Maintenance Technician and his Assistant, who are based at Nhill are being relocated into the station building, which offers more room and better security for their tools and equipment at far less cost than constructing new facilities. The station building is in good condition and the staff based there will ensure its future maintenance. The *Overland* services to and from Adelaide are scheduled to stop at Nhill and will so continue. The station building will therefore retain a waiting room, toilet facilities and suitable lighting for intending passengers.'

Work on replacing the level crossing gates with boom barriers is temporarily halted as B65 gets away from Castle-maine on 8025 down Bendigo pass. at 14 30 on Mon.28.11.88. (Peter Foote)



Rollingstock

LOCOMOTIVES

Dynon storage: The following locomotives were stored at Dynon as at Tues.2.5. B69, T347, 358, 359, 361, 365.

Scrap: On Mon.1.5, B68, T325, 335 were noted at Newport Workshops in various stages of being cut up for scrap.

Newport Workshops: On Mon.1.5 the following locomotives were noted at the Workshops: C501, T374, Y125, 142 in for major overhaul, repaint and cab improvements. C509, T368, X35 for repaint and cab modifications.

Second time around: Since the implementation of the now standard V/Line livery in 1983, almost 96% of locomotives now in service have been repainted, some having been repainted twice. As at Fri.31.3 the twice repainted locomotives were B84 (all orange to grey sides), C507, F211, L1156 (all orange to grey sides), T386, T388 (collision repair), X32.

Locomotives at Newport under repair: The following locomotives were at Newport Workshops as at Sat.1.4. X42, Y122, 125, 134, 136, 138, 152, 156, 157, 163, 165, 169, 174.

A77: This locomotive has not been in revenue service since December 1988. It is awaiting a replacement part from overseas and for the time being is being used as a source of spare parts for other operational A class locomotives.

C507: This locomotive returned to Dynon on Wed.22.3 fitted with cab airconditioning. It has been repainted and re-entered revenue service on Mon.27.3. By Sat.1.4 it had completed three round trips to Adelaide.

G536: This locomotive did a test/delivery run on Mon.27.2 from Clyde Somerton - Seymour - Dynon. It was sighted at Kilmore East on the down at 11 47 and at Broadford on the up at 14 15. The return trip was delayed whilst a faulty electrical module was replaced with one brought from the factory.

H class locomotives: From Fri.13.1, H class locomotives are permitted to work over all lines approved for N class locomotives with the same load rating as a T class locomotive. On Thurs.23.2, because A78 could not be started, H1-H4 worked the up *Vineland*.

T409: This locomotive was outshopped from Newport Workshops in mid-April following a major overhaul and repaint. It had been overhauled in September 1988, but severe engine defects resulted in a further overhaul. It returned to Newport Workshops about one week later for further modification and was noted undergoing testing on Mon.1.5. The locomotive has been fitted with bulletproof self demisting windscreens.

Withdrawn T class locomotives: As at Fri.10.3 T358 was withdrawn and had the radio and number plates removed. T359, 361 were set aside and on Tues.4.4 were sighted still with number plates and radio.

X32: This locomotive was outshopped on Fri.28.4. It has been repainted, cab airconditioning has been installed, bulletproof self demisting windscreens, Nathan whistles, twin marker lights and new MU

receptacles have been fitted. Its first revenue run was on the 20 20 down Bendigo pass. on the same day but it failed at Sunshine and was returned to Dynon.

Y class locomotive report: Locomotives in service as at Sun.19.3 as follows:

Standard gauge: Y101, 102, 104, 150.

Broad gauge (main line): Y108, 110, 113, 115, 118, 119, 120, 121, 122, 124, 127, 129, 130, 135, 137, 138, 143, 145, 147, 148, 149, 151, 152, 159, 161, 163, 165, 166, 168, 169, 171, 173, 174.

Workshop pilots: Y125, 134, 136, 140, 142, 156, 157, 164, 167.

Preserved at Seymour: Y133.

Scrapped at Newport Workshops: Y162.

Scrapped at Simsmetal Brooklyn: Y128.

Stored at Dynon Loco Depot: Y109, 126, 139.

Stored at Melbourne Yard: Y105, 106, 111, 114, 116, 123.

Stored at Melbourne freight terminal: Y103, 112, 117, 131, 132, 141, 144, 146, 153, 154, 155, 158, 160, 170, 172, 175.

During March, the following movements amongst Y class locomotive pilots took place. Y136 was overhauled and repainted for the second time. Y134 has also been overhauled and repainted with yellow stripes on each corner and was relocated to Bendigo. Ballarat Workshops pilot Y125 was at Newport Workshops for overhaul. Y107 (VR) was withdrawn and replaced by Y164 (VR). Y140, 167 were engaged on pilot duty at Dynon Workshops with Y156, 157 at ERD Jolimont.

The list is summarised as follows:

Y125 Under overhaul at Newport Workshops.

Y134 Bendigo Workshops pilot.

Y136 Newport Workshops pilot.

Y140 South Dynon Diesel shops pilot.

Y142 Bendigo Workshops pilot. This locomotive was at Dynon for repair on Tues.21.3 but was sent to Newport Workshops for overhaul on Wed.22.3.

Y156 ERD Jolimont.

Y157 ERD Jolimont.

Y164 Ballarat Workshops pilot.

Y167 South Dynon fuel point pilot.

RAIL TRACTORS

Rail Tractors: Amendments to the list published in *Newsrail*, March, p.92 are listed hereunder:

RT6: Bairnsdale (V/Line livery).

RT10: Geelong North yard.

RT43: Bendigo Loco. (V/Line livery).

DERM status: As at Mon.1.5 the situation was as follows:

In service: 61RM, 64RM.

Under repair at Bendigo Workshops: 55RM.

Out of service: 56RM. This unit has a defective clutch and is unlikely to be repaired.

DRC status: As at Mon.1.5, the situation was as follows:
DRC40: Being towed on the Stony Point service with MTH102-T class locomotive.

DRC41: Undergoing engine change at Bendigo Workshops.

DRC42: In service. Operating on only one engine.

DRC43: Under repair at South Dynon Loco.

PASSENGER

ACZ253: Outshopped from Ballarat Workshops, repainted, on Mon.20.3.

BZ268: Outshopped from Bendigo Workshops, repainted, on Sat.25.3. All BZ carriages have been repainted in the grey roof livery.

Moorabool and Murray: These two carriages, RS234 and RS236 were towed by T353 from Spencer Street to Steamrail Newport on Wed.22.3.

MTH101: This carriage was returned from Bendigo in late April after having collision damage repaired. Subsequently it suffered a damaged jumper cable which was repaired at Seymour. On its return to Melbourne it was black banned by the ETU because the jumper cable repair had not been carried out in Melbourne. As at Tues.2.5 it was still subject to the ban.

N1: T350 hauled this set from Newport - Spencer Street on Thurs.23.3. This set has been repainted and fitted with an automatic generating system.

N2: This set was sent to Newport Workshops on Mon.1.5.

N8: C507-T353 hauled this set from Newport - Spencer Street on Wed.22.3. This set has had an automatic generating system fitted.

N14: This set was noted being overhauled at Newport Workshops on Mon.1.5.

Parcels coach: On Fri.17.3, at about 13 00, Y157 departed Flinders Street bound for Spencer Street and towing 2CM.

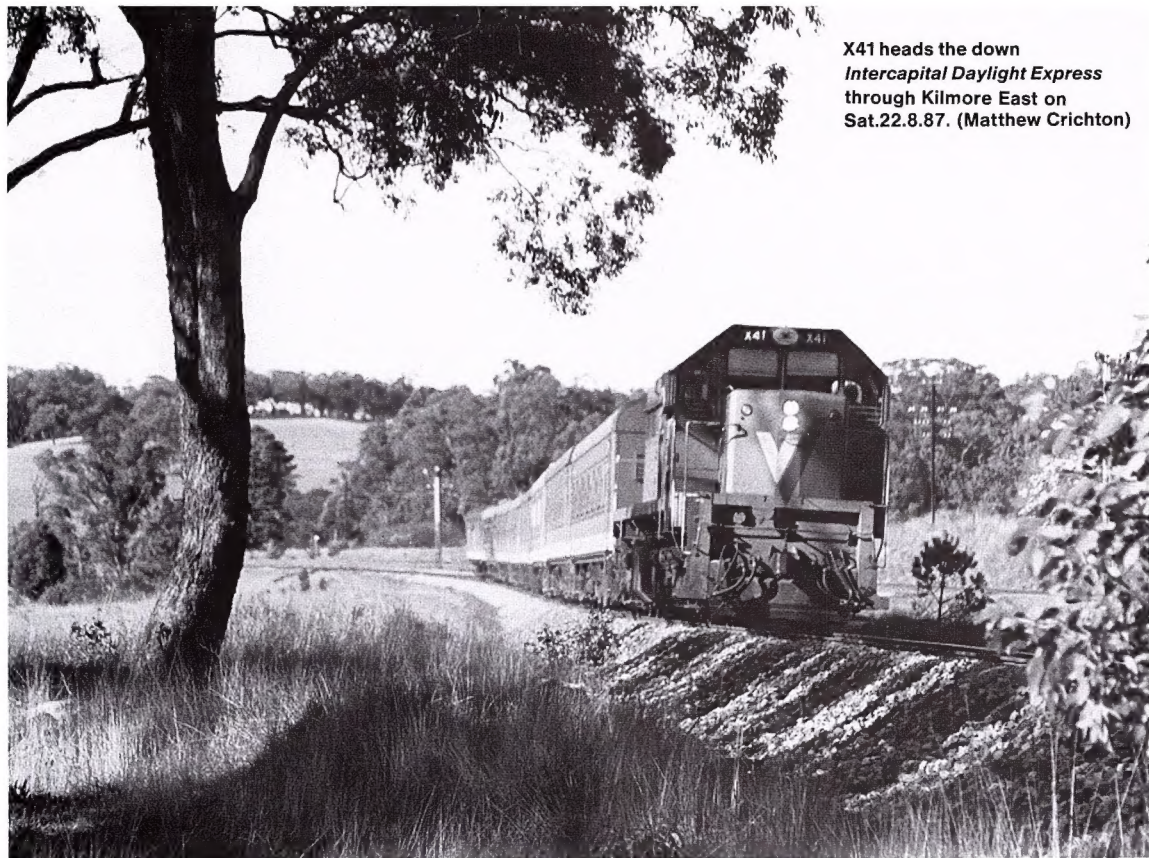
VFK274: Outshopped from Newport Workshops, repainted, on Fri.17.3. This carriage was lifted and overhauled in January 1989 but not then repainted. V/Line management has ordered that all standard gauge carriages be repainted as they pass through workshops. As repaints are scheduled every four years and overhauls every two years, it will not be too long before all blue and gold liveried carriages will be eliminated.

Moorabool: This carriage, RS234, part of the *Train of Knowledge*, was returned from Bendigo Workshops on the 18 35 up pass. as leading vehicle behind N473 on Tues.21.3.

Loddon: Returned from Bendigo Workshops on the 14 55 up pass.

Pekina: Returned from Bendigo Workshops on the 18 35 up pass. in March. All three carriages have been lifted and serviced and the roofs repainted grey. The bodies were not repainted.

Hitachi set: 94M-1962T-103M was hauled by T367 from Bendigo Workshops to ERD Jolimont on Wed.22.3.



X41 heads the down
Intercapital Daylight Express
through Kilmore East on
Sat.22.8.87. (Matthew Crichton)

Preservation

BELLARINE PENINSULA RAILWAY

Passenger numbers have been good for the first quarter of 1989 and Easter saw near record sales on the Saturday. The frame of the new station building at Drysdale has been completed. Concrete pipes from the closed Mortlake line have been placed under the Mannerim trestle bridge and earth filling will be used to replace the ageing structure.

Two ex-Queensland Government Railways sleeping cars, FBS1241 and FBS1242 have been delivered along with converted Pullman car DAV1173. They have been purchased by BPR members for work party accommodation. It is hoped to purchase more ex-QGR passenger carriages for use on the line as some large charter groups have had to be turned away due to lack of available seating. Current price for the old style carriages is \$2500 plus transport costs of \$3000-4000. Queensland is currently the only source of vintage style narrow gauge carriages.

A Japanese group has approached a number of societies in Australia and New Zealand with a view to having a narrow gauge locomotive visit Japan to operate tours for a six month period. Due to the mountainous nature of much of the Japanese system, a large passenger type locomotive is required. BPR have prepared a submission based on M6 and/or V1209 making the trip.

BENDIGO PRESERVATION

A new steam preservation group, Bendigo Historic Steam Train Association Incorporated, has been formed. Its proposed first large project will be the restoration of oil burning steam locomotive J541. This locomotive was on display near passenger platforms at Bendigo during the Easter holiday period.

CMRPS

The Castlemaine and Maldon Railway Preservation Society is endeavouring to meet the challenges of restoring and operating its tourist line. The condition of the wooden trestle bridge over Muckleford Creek has proved a major barrier to trains from Maldon reaching Muckleford station and ultimately Castlemaine. Fortunately, a goodwill gesture by the Army Engineers and Reservists to rebuild the bridge will resolve this major problem. In addition, the Department of Conservation, Forests & Lands has agreed to select and cut the necessary timber.

V/Line's rationalisation of the Castlemaine railway yard has also been of great concern. These include proposals to dispense with some sidings, rearrange signalling and work both up and down trains through No.1 platform. Following negotiations by the Society, V/Line has agreed to allow tracks to the island platforms 2 and 3 to remain and it is hoped that the signal box made redundant will be left to form a museum.

ELECRAIL CHARTER

On Mon.17.4 the Victoria 150th Anniversary Commemorative Tait Train (381M, 208T, 230D, 317M) was chartered by the Melbourne Masonic Chapter as part of its centenary celebrations. After a delayed 09 35 departure from Flinders Street and extensive track work towards Box Hill the special ran up to 20 minutes late but made amends on the return journey with a 23 minute early arrival back at Flinders Street. On arrival at Belgrave passengers transferred to the narrow gauge for a special *Puffing Billy* service to Lakeside and return.

102 hp Walker railmotor stands beside the former Huon goods shed on Mon.17.4.89. (N Cross)





READER'S QUESTION

Newsrail, April, p.127:

Mr N Cross visited Huon on the Cudgewa line on Mon.17.4. He has written a reply to the question as follows:

I can report the following information on rollingstock on site.

Rail Tractor: No.2RT — All glass missing, engine stripped from frame.

Z van: All glass smashed, one swing door on left side missing.

One 4 wheel closed wagon, 6 open trucks (1xIA others RY/GY) in advanced state of decay.

102 hp Walker railcar (against former goods shed, the shed quite derelict) appeared complete with the seats still intact but very weathered. Every piece of glass missing.

280 hp Walker railmotor (85RM?) plus one 101 hp and one 153 hp railmotor have all windows metalled over. Evidence of some panels lifting on the 280 hp unit. A headboard on the 280 hp reads 'Wodonga Cudgewa Tallangatta Steam Preservation Soc Deisel Rail Car Last Run on Main Line' (Deisel spelt thus on the board).

CORRECTIONS:

Newsrail, March 1989, p.84: Northern operation: GF291 should read CP291.

Newsrail, April 1989, p.123: N class to Stratford: the trial used T403-B61-N452, not 2xN.

ODD SPOT

The *Riverine Herald* of 24 June 1895, claimed rail travellers could get a disease called 'Railway Kidney' due to fumes from the engines blocking the pores of the skin. Should all the current operating steam locomotives carry a health hazard warning?

THROUGH WORKING OF AUSTRALIAN NATIONAL INTO VICTORIA —

Further to Julian Insall's article in *Newsrail*, April 1989, the following notes may be of interest.

Right hand column: In October 1983, Victoria's train to base radio network had just begun operation and in about mid-November the 930 class locos were fitted with radios. Until the radio system was fully implemented, various 930 class locos visited Victoria. About 20.11.83, AN allocated locos 930-5/7/8/40 to through running. During this period 952 and 966 visited Victoria because allocated locos 932 and 938 were being overhauled. 947 replaced 933 which was burnt out.

Page 111, left hand column: BL class locos are permitted — only in emergency situations (as with C class locos) to lead on passenger trains. I don't think BL30 has ever visited Victoria

Right hand column: BL26 was placed on standard gauge. 702 arrived on 29.10.87 and about two months later, after it had been radio equipped, it ran a passenger train to Geelong so that its radio could be tested. Its first run ex Melbourne was on 16.1.88 on the 19 40 down Adelaide express goods.

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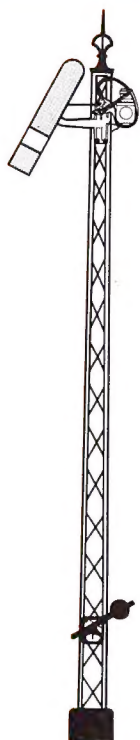
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